MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes X
no ___

Property Name: Catoctin Tunnel Inventory Number: F-2-125

Address: CSX Transportation, Inc., right-of-way at Catoctin Mountain, one mile north of Point of Rocks Historic district: ___ yes X no

City: Point of Rocks Zip Code: 21777 County: Frederick

USGS Quadrangle(s): Point of Rocks

Property Owner: CSX Transportation, Inc. Tax Account ID Number: N/A

Tax Map Parcel Number(s): N/A Tax Map Number: N/A

Project: National Gateway Initiative Clearance Project Agency: FHWA/SHA

Agency Prepared By: A.D. Marble & Company

Preparer's Name: Barbara Frederick/ Elizabeth Amisson Date Prepared: 10/16/2009

Documentation is presented in:

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description:

As its name implies, Catoctin Tunnel carries a single track of the CSX Transportation, Inc., Railroad through the Catoctin Mountain along the east bank of the Potomac River approximately one mile north of Point of Rocks in Frederick County, Maryland. The tunnel and an adjacent track to the west occupy a narrow strip of forested floodplain located between the river and the face of the mountain. The tunnel was first constructed between 1866 and 1868 to expedite traffic along the Baltimore & Ohio (B&O) Railroad's Old Main Line. The tunnel assumed its present configuration between 1902 and 1903 as part of double-tracking efforts. The tunnel is located at the edge of the boundary of the Chesapeake & Ohio Canal National Historical Park and remnants of the canal are located approximately 20 to 40 feet west of the railroad right of way, adjacent to the western track. Overhead power lines run parallel to the western tracks.

The tunnel is 494.1 feet in length and 30 feet in width. The arch and liner are both constructed of brick laid in a common bond pattern. The most notable features of the tunnel are the brick portals with concrete coping at the north and south elevations. The portals are built into the surrounding rock facing. Decorative brickwork at the portals includes five rows of headers that surround

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Eligibility recommended X **Eligibility not recommended** ___

Criteria: X A ___ B X C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Tim Tamburro ✓ 11/13/09
Reviewer, Office of Preservation Services **Date**

[signature] 11/13/09
Reviewer, National Register Program **Date**

200904223

the arch of each semi circular opening. Each arch features a stone keystone engraved with the construction dates. The keystone at the north portal reads 1902, while the keystone at the south portal reads 1903, indicating the tunnel was built from north to south. Decorative brick bands form a cornice at the face of each of the portals and along a portion of the west elevation. Centered above the arched openings between the brick bands is a recessed rectangular panel with the word CATOCTIN in raised letters executed in brick. The rest of the panel is faced with dog-tooth courses. The arched openings are flanked by massive pilasters. Where space allows, the lower half of the face of the pilasters are splayed to provide additional support. The brickwork at the exterior of the tunnel is generally in good condition, although there has been some mortar and brick loss at the west wall of the north portal as well as some spalling. The upper portions of the portals and tunnel liner are covered in black soot from coal-burning steam engines.

Within the tunnel, the gravel railroad bed slopes slightly away from the track. Refuge niches with flat and arched headers are randomly spaced along the east and west walls of the tunnel. These openings, which measure approximately 18 to 24 inches in depth and approximately five feet in height, were intended for use by trackmen seeking refuge from oncoming trains. There are three refuge niches in the east wall and four in the west wall. There is evidence of black soot and some areas of efflorescence and spalling at the interior walls.

A square plaque in the east wall near the north portal commemorates the contribution of the B&O staff that were responsible for the design and construction of the rebuilding effort:

REBUILT 1902-3
BY
J.M. GRAHAM
CHIEF ENGINEER
M.J. CORRIGAN
SUPT. & GEN. INSPR.
W.H. COX
GEN. FOREMAN

Historical Narrative:

Catoctin Tunnel is located along the original route of the Baltimore & Ohio (B&O) Railroad and was first constructed between 1866 and 1868 through the Catoctin Mountain. The tunnel was enlarged between 1902 and 1903 in order to accommodate an additional track that was removed in the 1960s. The tunnel was built and altered by the B&O as part of campaigns meant to expedite train travel over the Old Main Line.

The B&O Railroad's Original Main Line, Baltimore to Wheeling

The B&O Railroad was incorporated on April 24, 1827, after charter approval on February 28 of the same year, by a group of prominent Baltimore businessmen seeking to remain competitive with New York City and Philadelphia as trade and exploration extended westward from those port cities via canal and turnpike routes. Railroad transport was limited at that time; however, the risky venture was supported because Maryland's rugged geography made a canal impractical and turnpike travel was comparably expensive and labor-intensive. Surveyors planned a railroad route from Baltimore to the Ohio River, where passengers and cargo could transfer to steamboats. The first section of the line was laid out to Cumberland, Maryland, following the Patapsco River, crossing Parrs Ridge, continuing through the Monocacy River Valley to the Potomac River near Harper's Ferry, and following the Potomac River to Cumberland. Grading and viaduct construction began in 1828 (completed during the winter), and the first track was laid the following year. The first 13 miles of track were completed from the station at Pratt Street in Baltimore to Ellicott Mills

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in May 1930, and the B&O Railroad soon after became the first American railroad to offer scheduled passenger service. The line was completed to Parrs Ridge by mid-1831, to the Potomac River at Point of Rocks in April 1832, and to Harpers Ferry in December 1834 (Reynolds and Oroszi 2008:14-21).

The B&O experienced several setbacks in the late 1830s, including a dispute with the Chesapeake and Ohio (C&O) Canal over use of the north bank of the Potomac River. The case was settled in favor of the C&O, requiring the B&O Railroad to construct an alternate route to Cumberland west of Harpers Ferry. The B&O Railroad constructed a bridge over the Potomac River at Harpers Ferry in January 1837, and began construction of the alternate route to Cumberland along the south bank of the river in 1839. The line finally reached Cumberland in November 1842 (Reynolds and Oroszi 2008:21-26; Salamon, Oroszi, and Ori 1993:87). Expansion westward from Cumberland to the Ohio River at Wheeling, Virginia (now West Virginia), began in 1850 and ended in December 1852 (Reynolds and Oroszi 2008:26; Harwood 1994:68).

The B&O Railroad expanded steadily. As people migrated further west, the cities of Cincinnati, St. Louis, and Chicago became the new targets for the B&O Railroad, with the railroad finally reaching Chicago in November 1874. By the end of the nineteenth century, the B&O Railroad had achieved almost 5,800 miles of track and connected Chicago and St. Louis to Baltimore, Washington, Philadelphia, and New York City (CSX Transportation 2009). In 1986, the B&O Railroad line came under the ownership and authority of CSX Transportation (CSXT), which continues operations on the rail line in 2009.

Following construction of the Metropolitan Branch, the portion of the original line between Baltimore and Point of Rocks, Maryland became known as the "old line" and then the Old Main Line. The B&O Railroad constructed the Metropolitan Branch between 1866 and 1873 to connect Washington, D.C. with the Old Main Line. The portion of the Old Main Line between Point of Rocks and Weverton, Maryland was improved and incorporated into the Metropolitan Branch, although B&O Railroad corporate records indicate the improvements to this section in the 1860s and early 1900s were officially made as part of Old Main Line improvement campaigns. The section west of Weverton to Cumberland, MD became known as the East End Subdivision of the Cumberland Division, and the section west of Cumberland to Grafton, WV became known as the West End Subdivision (Salamon, Oroszi, and Ori 1993:87; Reynolds and Oroszi 2008:42; Mellander 2000:4; B&O 1922:63).

Post-Civil War Improvements

The Civil War extensively damaged the B&O Railroad's main line, which was already the most obsolete and operationally expensive of the large eastern systems due to its sharp curves, steep grades, and tight tunnels. At the same time, the coal business was expanding, with new mines opening in western Maryland, West Virginia, and Pennsylvania. Export grain from Ohio, Indiana, and Illinois added to the heavy eastbound rail traffic. The B&O Railroad undertook several improvement projects simultaneously along the East End Subdivision and the Old Main Line in an attempt to solve these problems: reconstruction of the Harper's Ferry bridge; elimination of two single-track bottlenecks; and construction of the Camden Cutoff to straighten the approach to Baltimore. The new double-tracked sections were between Marriottsville and Plane No. 1 station at the east side of Parrs Ridge, and around the mountain spurs west of Point of Rocks. Three tunnels were constructed west of Point of Rocks as part of the post-war campaign: a nearly 800-foot tunnel at Point of Rocks and two shorter tunnels to the north at Upper Point of Rocks (present-day Catoctin) (Harwood 1994:114). The new Harper's Ferry bridge was single-tracked, perpetuating bottle-neck conditions at this location until the tracks were realigned and a tunnel constructed in 1894 (Harwood 1994:112-114).

Early Twentieth Century Improvements

In 1899, the Pennsylvania Railroad (PRR) began buying B&O Railroad stock and seated four officers on B&O Railroad's board by 1901. Leonor F. Loree, a former vice president of the PRR's line west of Pittsburgh, became B&O Railroad's president on June

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1, 1901. Loree immediately began a 20-year improvement program that included building low-grade cutoff lines, multiple tracks, stone viaducts, new steel bridges, yards, and tunnels to reduce grades and curves. The program involved reconstruction of large portions of both the Old Main Line and the Metropolitan Branch. Improvements initiated by Loree continued after his resignation in January 1904 and shaped the modern B&O (Drury 2000: 44; Reynolds and Oroszi 2008:53-54; Harwood 1994:198).

As part of the improvement campaign, Loree set out to redesign the Old Main Line to operate 2,500-ton coal trains behind new, heavier locomotives while keeping helper mileage to a minimum. The project was completed in eight years at a cost of $3 million. It stretched from Orange Grove to Catoctin, and included over 25 miles of new railroad, eight new tunnels, several tunnel enlargements, seven new steel bridges over the Patapsco River and several more over Bush Creek, replacement of the Monocacy River bridge at Frederick Junction, and enlargement of Brunswick Yard. As part of this campaign one of the tunnels through Catoctin Mountain was eliminated, while the Catoctin and Point of Rocks tunnels were enlarged. The undertaking significantly decreased curves and reduced grades within the improved section. In combination with concurrent improvements to the Metropolitan Branch and expanded terminal facilities in Baltimore, Washington, and Brunswick, the project carried the B&O Railroad through its peak passenger service years and facilitated increasing freight traffic movement at the turn of the twentieth century (Harwood 1994:199-201; 246).

The railroad's revenues more than doubled by 1920 due to steadily growing business and early twentieth-century improvements. The Old Main Line continued to serve as the primary freight route between Baltimore and the west. Its passenger service remained active as well, though restricted to local service. The Washington Branch carried the highest volume of passenger traffic, and the Metropolitan Branch was also primarily a passenger carrier. Freight service on the latter two lines was mostly oriented to Washington and Potomac Yard business (Harwood 1994:243). The B&O Railroad's total system coal traffic, much of which traveled east to Baltimore, Philadelphia, and New York, climbed to 30 million tons by 1912. Grain and general merchandise also increased system-wide (Harwood 1994:246). The improvements made to the Old Main Line in the first decade of the twentieth century allowed the B&O to remain competitive and meet the growing demands of freight traffic.

B&O Railroad: 1920s to 2009

Traffic along the B&O Railroad reached its peak in 1929, and dropped off significantly during the Great Depression. Between 1929 and the low point in 1932, total freight tonnage was cut in half and coal traffic dropped 41%. Local passenger traffic on the Old Main Line dwindled throughout the 1920s, reflecting a national trend of increased automobile use. As a result of the significantly decreased freight traffic along the Old Main Line, towers, station agencies, and telegraph offices were closed, and some switches and passing sidings disconnected or removed. These changes reduced the Old Main Line's carrying capacity, forcing regular rerouting of merchandise freights over the Metropolitan and Washington Branches. At the same time, passenger service along the Old Main Line was nearly eliminated (Harwood 1994:265). Increased coal use, along with movement of merchandise, military supplies, and troops through Atlantic port cities breathed life back into the Old Main Line during World War II. Freight traffic also picked up on the Old Main Line due to increased passenger service along the Metropolitan and Washington Branches. By the mid-1940s, towers were re-instated, telegraph operators added, and the entire line signaled (Harwood 1994:275).

The return to peacetime traffic levels in the late 1940s, concurrent with increased automobile use and highway construction, meant another serious decline in traffic system-wide. All regular passenger service on the Old Main Line finally ended in November 1949, after 119 years (Harwood 1994:286-287). The Old Main Line was reduced to a single track and converted to Centralized Traffic Control between Halethorpe and Point of Rocks in the mid-1950s (Harwood 1994:289). Changes in transport, storage, and handling of freight commodities in the next four decades resulted in diminished traditional rail movements and obsolete facilities. The B&O hit its all-time financial low point in 1961, and the Chesapeake and Ohio Railway took control of the railroad shortly thereafter, in 1963. The B&O Railroad was operated under the Chesapeake and Ohio Railway's new corporate structure, the

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Chessie System, from 1972 until 1987, when both companies formally merged into CSX Transportation in 1987, marking the official end of B&O's corporate existence (Harwood 1994:298-299, 307; Reynolds and Oroszi 2008:73-84).

History of Point of Rocks

In 1835, the community of Point of Rocks, originally known as Trummelstown, was laid out at the foot of the Catoctin Mountains along the route of the C&O Canal and the B&O Railroad in order to provide dwellings for workers building the railroad and canal. The community was soon thereafter renamed for a nearby notable geographic feature of projecting rocks formed at the point where the Catoctin mountain range reached the Potomac River. This feature is no longer visible today, as it has been largely removed to accommodate the construction of the railroad and Point of Rocks Tunnel. The coming of the transportation routes and the construction of an adjacent bridge crossing and railroad spur over the Potomac River in 1852 lead to the growth of the town. By 1858, dwellings, a store, a hotel and a number of warehouses and flour mills that received grain from northern Virginia farmers for transport to Washington were located along the north side of the railroad (Bond 1858).

The growth of the Point of Rocks area was further prompted by the erection of the largest iron forge in the tri-state area on the opposite bank of the Potomac in Loudon County, Virginia. In the mid-nineteenth century, the operation employed over 250 men, many of whom crossed over the bridge from Maryland (Spaur 1980). The town also served passenger traffic on the railroad and became one of a number of resort towns along the Potomac River. By 1873, warehouses, hotels, and other commercial building lined both sides of the railroad and canal in an area south of the present-day village (Titus 1873). In 1873, a location about a mile to the southeast of Point of Rocks became the junction of the B&O Railroad's Metropolitan Branch and the Old Main Line passenger trains. The station name was first Point of Rocks, then changed to Washington Station in 1876, and reverted back to Point of Rocks in 1923 (Soderberg 1998:62-63).

The growth of the low-lying village was inhibited throughout the nineteenth and twentieth centuries by several floods. By 1910, few remnants of the original village remained, with most of the village now being located on higher ground (USGS 1910). In 2009, the earliest extant buildings date to the late nineteenth century (Rose 1999).

B&O Railroad and the Catoctin Mountain Tunnels

The initial construction of the 12 miles of line between Point of Rocks and Harpers Ferry in the 1830s presented physical and political obstacles to the B&O Railroad. The path of the line immediately west of Point of Rocks was restricted by natural features: the Catoctin Mountain to the north and the Potomac River to the south. Short of blasting and tunneling through the massive rock walls, an action the railroad was not yet ready to take, there was no way to bypass this narrow stretch of land. The C & O Canal was building west at the same time and vied with the B&O Railroad for control of this right-of-way for four years (1828-1832) (Harwood 1994: 32). The courts eventually ruled in favor of the canal, which was by that time nearly bankrupt from legal fees. In exchange for funds, the B&O Railroad was allowed to share the right-of-way with the canal between Harpers Ferry and Point of Rocks. The canal was to measure at least 40 feet wide, while the railroad was to be a minimum of 20 feet wide (Dilts 1993:426). The C&O Canal was responsible for the construction of a single-track railroad and canal through the most critical areas of the stretch, including a mile at Point of Rocks and another mile at the upper Catoctin spurs. The railroad was operating through the area by 1833 (Harwood 1994: 33).

As part of the post-Civil War improvements to the B&O Railroad, the 2.5-mile stretch of the Old Main Line between Point of Rocks and Catoctin stations was double-tracked. Given the narrow width of the strip of land between the three intervening mountain spurs and the river, the company recognized that tunnels through the spurs were critical. Although during the initial construction of the railroad through the area in 1832 the company could not afford to consider tunneling the spurs, by 1866, the

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B&O Railroad had erected over 30 tunnels as part of its effort to cross through the mountains of West Virginia. Thus, three tunnels were erected, including the present-day Point of Rocks and Catoctin tunnels and a smaller intervening tunnel (Harwood 1994: 114).

The B&O's annual report from 1866 describes the tunneling effort:

The rock proved peculiarly flinty and hard, but by working large forces night and day, from four different points, one-half of the first tunnel was completed, the work on the approaches and much difficult side-cutting near the Canal for the upper tunnels were accomplished whilst navigation was suspended in the winter months (B&O 1868:466).

Between 1902 and 1903, the tunnels at Point of Rocks, Catoctin (Williams Point), and Marriottsville (Henryton) were enlarged, "for the economical operation of the line, to ensure greater safety and to promote earnings." The funds allotted for the new tunnels were as follows: Marriottsville (Henryton): $46,000; Catoctin (Williams Point): $58,300; and Point of Rocks: $67,814.78 (B&O 1904:205). New brick portals were also constructed as part of the early twentieth-century improvements to the B&O's Old Main Line. The small tunnel located between Point of Rocks and Catoctin was removed at this time, as were additional portions of the rock facing at Williams Point near Catoctin Tunnel. Traffic along the route was detoured around the tunnels and along the former railroad right-of-way to the west during the 1902-1903 enlargement (Harwood 1994: 199-201; 375).

In the early 1960s, the tunnels were single-tracked to accommodate clearances required by multi-level automobile cars. Also at this time, the B&O Railroad relaid the track in the vicinity of the original railroad alignment between the river and the tunnels for use by eastbound traffic. This effort involved filling in a portion of the long-since abandoned canal bed and cutting away more of the rock outcropping. This allowed for single-track westbound traffic through the tunnel (Harwood 1994:43; Dilts 1993:426).

Significance Evaluation:

Catoctin Tunnel is eligible under Criterion A for its association with transportation trends of the early twentieth century and for its association with the Old Main Line of the B&O Railroad. The Old Main Line, as reconstructed in the early twentieth century, was a critical component of the B&O system, enabling an increase in freight traffic flowing to and from the west. The original tunnel, added along the line between 1866 and 1868 and expanded between 1902 and 1903, was an important component of a system of upgrades that carried the B&O Railroad through its peak passenger service years and facilitated increases in freight traffic during the early twentieth century and again during World War II. The upgrades were also critical to providing improved passenger service to localities along the line.

The tunnel is not eligible under Criterion B as it is not associated with persons of historical importance.

Catoctin Tunnel is eligible under Criterion C in the area of engineering/architecture as a significant structure located along the Old Main Line. The existing structure is an enlargement of an earlier tunnel and is aesthetically notable for its decorative brick portals. These portals are also typical of other upgraded tunnels along the line dating to the early twentieth century, including Point of Rocks and Marriottsville (Henryton). The tunnel retains integrity of design, workmanship and materials, conveyed in the brick work visible at the portals and interior.

Archeological investigations have not been carried out at the site; therefore, the eligibility of the property under Criterion D has not been evaluated.

Integrity and Boundary:

MARYLAND HISTORICAL TRUST REVIEW

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The tunnel retains integrity of design, materials, and workmanship from the 1902-1903 enlargement as the brick lining and portals remain. The tunnel retains integrity of location and association as it continues to carry the CSXT Railroad tracks through the Catoctin mountainside. The tunnel also retains integrity of setting, located amidst rock facings, adjacent to the Potomac River. The boundary for the tunnel is the footprint of the structure and all features associated with the tunnel during its period of significance (1902-1945).

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1910 Antietam, VA. 7.5-minute quadrangle. United States Geological Survey, Reston, Virginia.

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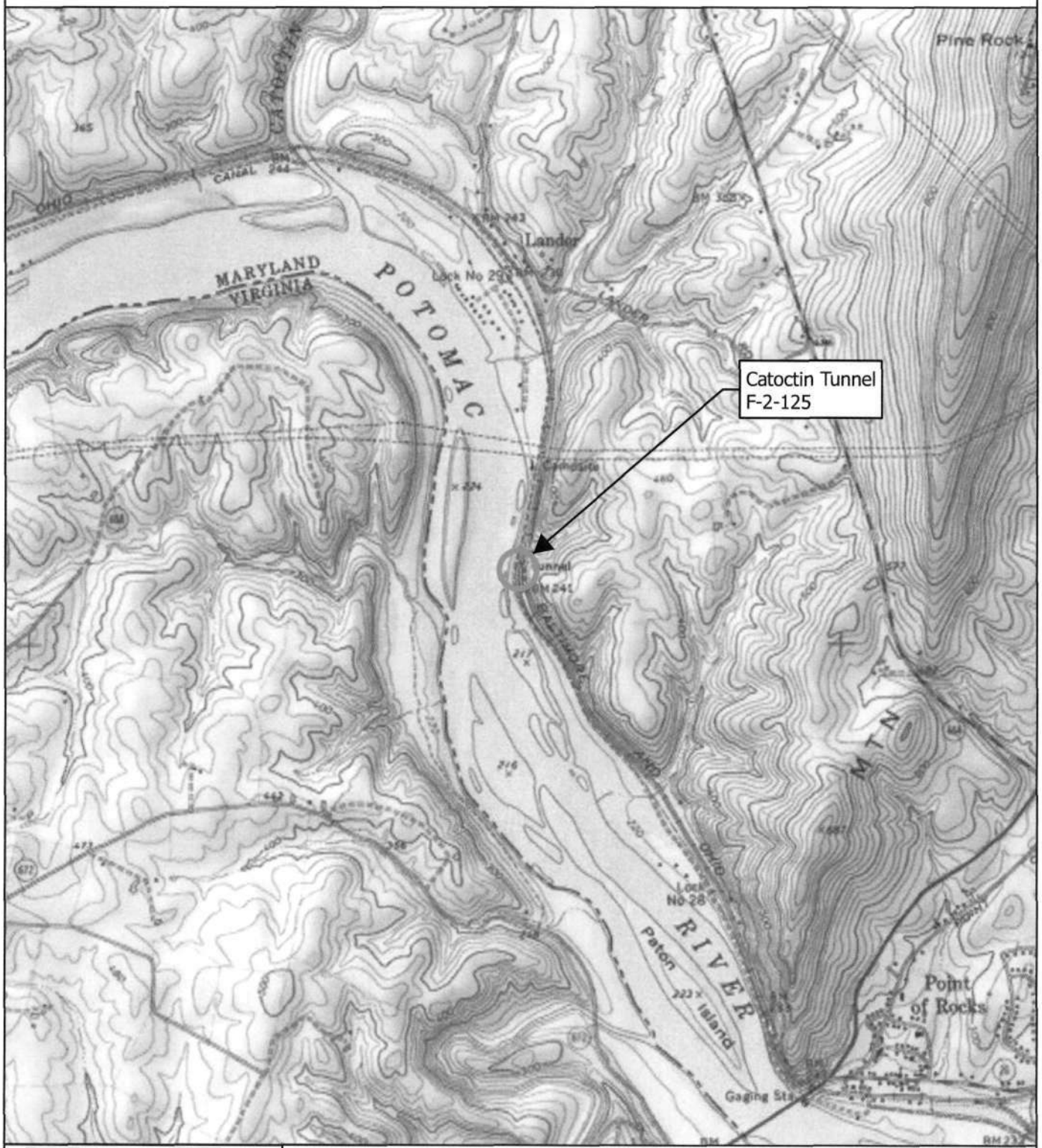
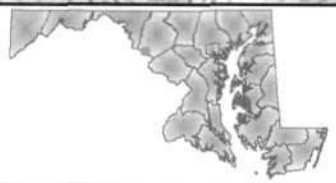
Catoctin Tunnel
F-2-125

Frederick County, Maryland





Feet

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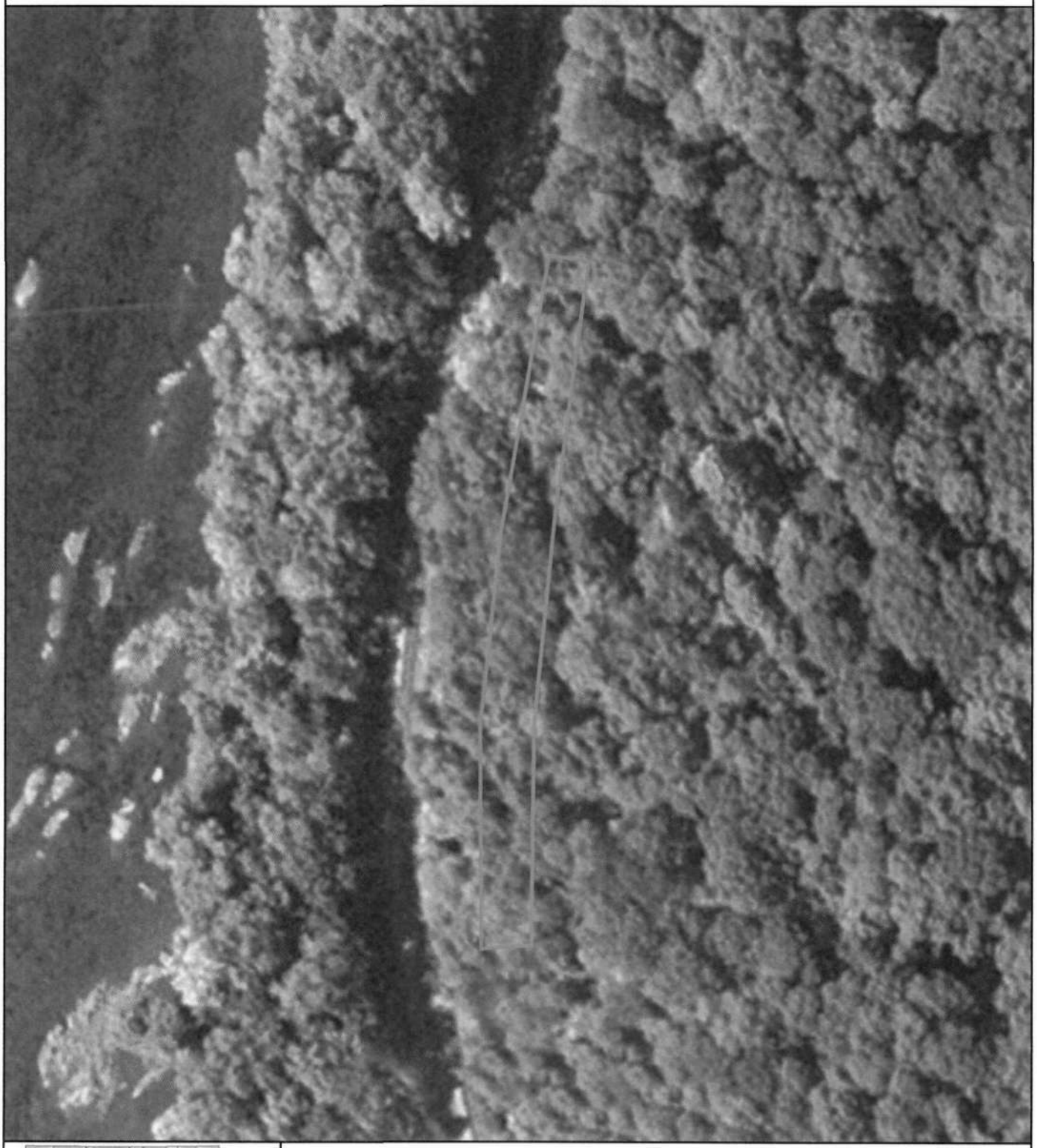
Historic Resource

CSX National Gateway Clearance Improvement Project

Map Source: © 2009 National Geographic Society

Proposed National Register Boundary
Catoctin Tunnel
F-2-125

Frederick County, Maryland



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Proposed National Register Boundary

Catoctin Tunnel (F-2-125)
Digital Photo Log: All photographs printed using Epson Ultrachrome Pigmented Ink on Epson Premium Matte Photo Paper

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
F-2-125_200909_01	F-2-125	Catoctin Tunnel	Frederick	R. Kreamer	09/2009	Catoctin Tunnel, north portal. View to south. Note rock facing to left.	1 of 16
F-2-125_200909_02	"	"	"	"	"	Catoctin Tunnel, north portal. View to south. Note decorative brick work, brick lining, and keystone dated 1902.	2 of 16
F-2-125_200909_03	"	"	"	"	"	Catoctin Tunnel, north portal. View to east. Note loss of brick at top of portal and rock facing to right.	3 of 16
F-2-125_200909_04	"	"	"	"	"	Catoctin Tunnel, north portal. View to southwest. Detail of splayed pilaster and decorative brick work. Note western track in background.	4 of 16
F-2-125_200909_05	"	"	"	"	"	Catoctin Tunnel. View from north portal. Note western track splitting off to the left to go around the tunnel.	5 of 16
F-2-125_200909_06	"	"	"	"	"	Catoctin Tunnel, interior. View to south. Note brick lining and stone plaque in west wall to the right.	6 of 16
F-2-125_200909_07	"	"	"	"	"	Catoctin Tunnel, interior. View to west. Note refuge niche.	7 of 16
F-2-125_200909_08	"	"	"	"	"	Catoctin Tunnel, interior. View to west. Detailed view of refuge niche.	8 of 16
F-2-125_200909_09	"	"	"	"	"	Catoctin Tunnel, north portal. View to west. Detailed view of plaque. Note evidence of spalling of surrounding brick.	9 of 16
F-2-125_200909_10	"	"	"	"	"	Catoctin Tunnel, south portal. View to north. Note western track and power line to the left. Remnants of the canal are located to the left, outside of the photograph.	10 of 16
F-2-125_200909_11	"	"	"	"	"	Catoctin Tunnel, south portal. View to north. Note narrow passage created by rock facing to left and right.	11 of 16
F-2-125_200909_12	"	"	"	"	"	Catoctin Tunnel, south portal. View to north.	12 of 16
F-2-125_200909_13	"	"	"	"	"	Catoctin Tunnel, south portal. View to north. Detail of decorative brick work and keystone dated 1903.	13 of 16
F-2-125_200909_14	"	"	"	"	"	Catoctin Tunnel, south portal. View to northwest. Note brick portal is built into rock facing.	14 of 16
F-2-125_200909_15	"	"	"	"	"	Catoctin Tunnel, south portal. View to northeast. Note brick portal is built into rock facing.	15 of 16
F-2-125_200909_16	"	"	"	"	"	Catoctin Tunnel. View to south from south portal showing cut through rock. The eastern track joins with the western track in the background.	16 of 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MDSHPO

CATOCTIN TUNNEL, NORTH PORTAL. VIEW TO SOUTH.
NOTE ROCK FACING TO LEFT.

PHOTO 1 OF 16


CATOCTIN
1902

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, NORTH PORTAL. VIEW TO SOUTH. NOTE DECORATIVE BRICK WORK, BRICK LINING, AND KEYSTONE DATED 1902.

PHOTO 2 OF 16

F-2-125
CATOCTIN TUNNEL
FREDERICK COUNTY, MARYLAND
R. KREAMER
SEPTEMBER 2009
MD SHPO
CATOCTIN TUNNEL, NORTH PORTAL. VIEW TO EAST.
NOTE LOSS OF BRICK AT TOP OF PORTAL AND
ROCK FACING TO RIGHT.
PHOTO 3 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, NORTH PORTAL. VIEW TO SOUTHWEST. DETAIL OF SPLAYED PILASTER AND DECORATIVE BRICK WORK. NOTE WESTERN TRACK IN BACKGROUND

PHOTO 4 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MDSHPO

CATOCTIN TUNNEL. VIEW FROM NORTH PORTAL. NOTE WESTERN TRACK SPLITTING OFF TO THE LEFT TO GO AROUND THE TUNNEL.

PHOTO 5 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, INTERIOR. VIEW TO SOUTH. NOTE BRICK LINING AND STONE PLAQUE IN WEST WALL TO THE RIGHT.

PHOTO 6 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, INTERIOR, VIEW TO WEST.

NOTE REFUGE NICHE

PHOTO 7 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, INTERIOR. VIEW TO WEST.

DETAILED VIEW OF REFUGE NICHE

PHOTO 8 OF 16


REBUILT 1922
BY
J. MORRIAN
CONTRACTOR
W. J. COX
GEN. FOREMAN

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MDSHPO

CATOCTIN TUNNEL, NORTH PORTAL. VIEW TO WEST. DETAILED VIEW OF PLAQUE, NOTE EVIDENCE OF SPALLING OF SURROUNDING BRICK.

PHOTO 9 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MDSHPO

CATOCTIN TUNNEL, SOUTH PORTAL, VIEW TO NORTH, NOTE WESTERN TRACK AND POWER LINE TO THE LEFT. REMNANTS OF THE CANAL ARE LOCATED TO THE LEFT, OUTSIDE OF THE PHOTOGRAPH

PHOTO 10 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, SOUTH PORTAL. VIEW TO NORTH. NOTE NARROW PASSAGE CREATED BY ROCK FACING TO LEFT AND RIGHT.

PHOTO 11 OF 16


CATOCTIN
1906

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, SOUTH PORTAL. VIEW TO NORTH

PHOTO 12 OF 16


1903

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, SOUTH PORTAL. VIEW TO NORTH.
DETAIL OF DECORATIVE BRICK WORK AND KEYSTONE
DATED 1903.

PHOTO 13 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MDSHPO

CATOCTIN TUNNEL, SOUTH PORTAL. VIEW TO NORTHWEST.

NOTE BRICK PORTAL IS BUILT INTO ROCK FACING.

PHOTO 14 OF 16


30'
30'

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL, SOUTH PORTAL. VIEW TO NORTHEAST. NOTE BRICK PORTAL IS BUILT INTO ROCK FACING.

PHOTO 15 OF 16

F-2-125

CATOCTIN TUNNEL

FREDERICK COUNTY, MARYLAND

R. KREAMER

SEPTEMBER 2009

MD SHPO

CATOCTIN TUNNEL. VIEW TO SOUTH FROM SOUTH PORTAL SHOWING CUT THROUGH ROCK. THE EASTERN TRACK JOINS WITH THE WESTERN TRACK IN THE BACKGROUND.

PHOTO 16 OF 16